

Claims

1  
2 *sub 1* 1. Regulated dashpot with shock-absorption force controls,  
3 especially intended for motor vehicles, with at least one flow-  
4 regulating system including one or more shock-absorption  
5 components for the compression phase and/or for the decompression  
6 phase, characterized in that at least one valve assembly is  
7 supplied with variable flow impedance by a regulating valve (5,  
8 6, 26, or 31).

9  
10 2. Dashpot as in Claim 1, characterized by at least one  
11 fixed bypass valve (7, 19, 20, or 33) with a constricted cross-  
12 section hydraulically paralleling the flow-regulating systems.

13  
14 3. Dashpot as in Claim 1 or 2, characterized by at least one  
15 flow regulating system for the compression phase and at least one  
16 for the decompression phase in the form of regulating valves (5 &  
17 6) with a variable flow constriction.

18  
19 4. Dashpot as in one or more of Claims 1 through 3,  
20 characterized by previously adjusted pressure-dependent valve  
21 assemblies (18) with a fixed flow cross-section for the  
22 compression and/or decompression phase and with a hard  
23 performance curve, hydraulically paralleling the flow-regulating  
24 and/or shock absorption systems.

25  
26 5. Dashpot as in one or more of Claims 1 through 4,  
27 characterized by previously adjusted pressure-dependent valve

21 cont  
1 assemblies (18) with a fixed flow cross-section for the  
2 compression and/or decompression phase and with a soft  
3 performance curve, that can be activated and deactivated  
4 individually or separately, hydraulically paralleling the flow-  
5 regulating and/or shock absorption systems.  
6

7 6. Dashpot as in one or more of Claims 1 through 5,  
8 characterized in that the flow-regulating, flow-constricting, or  
9 shock-absorption systems are accommodated in a separate  
10 component, preferably in the form of a flow regulating block (41)  
11 outside the dashpot and communicating with it by way of  
12 hydraulic-fluid lines.  
13

14 7. Dashpot as in one or more of Claims 1 through 5,  
15 characterized in that the flow-regulating, flow-constricting, or  
16 shock-absorption systems are accommodated in or on its piston  
17 (3).  
18

19 8. Dashpot as in one or more of Claims 1 through 5,  
20 characterized in that the flow-regulating, flow-constricting, or  
21 shock-absorption systems are accommodated in or on its bottom  
22 valve (46).  
23  
24  
25  
26  
27